

BookletChartTM

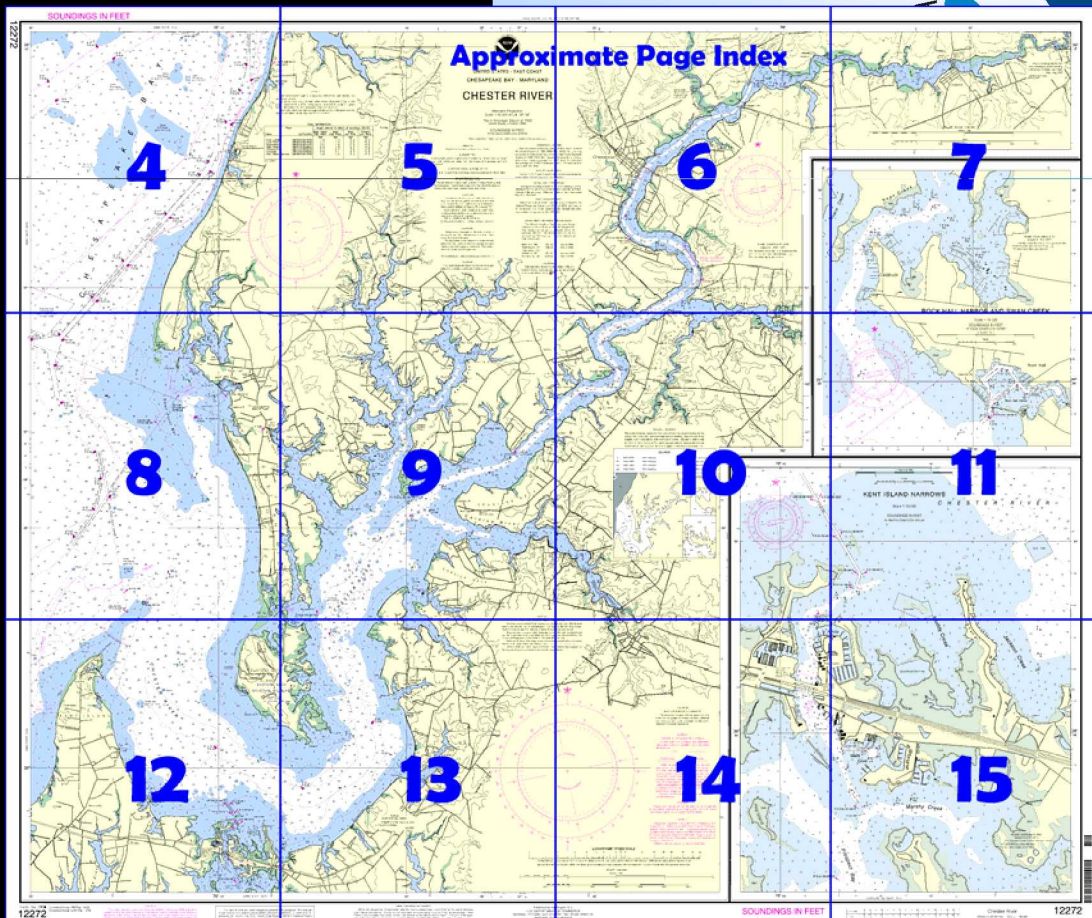
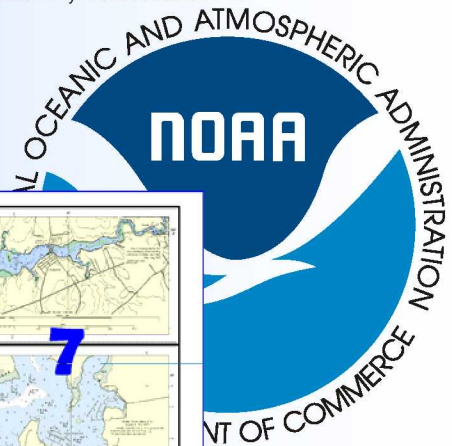
Chester River

(NOAA Chart 12272)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

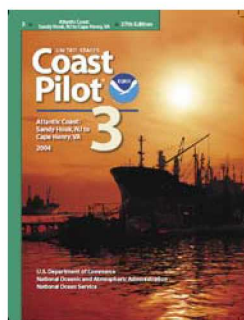
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 14 excerpts]

(265) Chester River has channel depths of 13 feet to Chestertown; 7 feet to Crumpton; 5 feet to Kirby Landing. The channel is marked for 32 miles to Crumpton. Above Chestertown, deepest water is difficult to follow except with extreme caution.

(266) The current velocity is less than 1.0 knot.

(268) **Eastern Neck Island** is connected with the mainland by a highway bridge, clearance 6 feet.

(269) At Mile 2.7S, a marked channel leads to a basin with a marina; the depth was to be 5 feet. Gasoline, diesel fuel, marine supplies, and berths are available.

(270) **Kent Island Narrows**. A marked channel leads from Chester River to Eastern Bay; the depth was 3.1 feet. Very heavy traffic can be expected through the channel during the summer months, especially on

weekends.

(273) **Wells Cove** has depths of 1 to 5 feet. A marked dredged channel leads to a basin in the cove; the controlling depths were 6 feet.

(274) Complete small-craft facilities are available in this area.

(276) **Queenstown Creek** is entered through a marked channel; the depths were 5½ feet in the east half and 1 foot in the west half of the channel to above Light 5; 6 feet to the basin; 6 feet in the basin except for lesser depths along the edges.

(277) **Grays Inn Creek** has depths of 8 feet for 2.3 miles to a small settlement, then shoals to 1 foot. About 1.8 miles above the mouth gasoline is available.

(278) **Langford Creek** has depths of 12 feet over the bar and deeper water inside to the forks 1.7 miles above the mouth; the channel is buoyed to **Drum Point**. **East Fork** has depths of 10 feet for 3 miles, thence 7 feet for 1 mile. **West Fork** has depths of 8 feet for about 3 miles, thence 6 feet for 0.7 mile.

(279) **Long Cove** has depths of 4 feet to the head; the entrance is marked by daybeacons; some supplies and gasoline are available.

(280) **Davis Creek** has depths of 9 feet to a marina near the entrance. A daybeacon marks the entrance. Gasoline, diesel fuel, and supplies are available.

(281) The common entrance to **Reed Creek** and **Grove Creek** is marked by two buoys. The channel to the fork above the mouth has a depth of 6 feet. Reed Creek extends southeastward and has depths of 7 feet for about 0.6 mile, then shoals to 1 foot 1 mile farther up. The channel in Grove Creek has depths of 3 feet through the narrows and 5 feet for a mile above that.

(282) **Corsica River**. The depth to the public wharf at **Centreville Landing** was 2 feet at midchannel and less than 1 foot in the turning basin. The lower part of the river is marked, but it is difficult to stay in the upper channel. Some supplies and gasoline can be obtained at Centreville.

(283) **Southeast Creek**, has depths of 4 feet for 1.8 miles, then shoals to 1 foot at the head. **Island Creek** has depths of 3½ feet in the entrance and 4 feet for 2 miles to a highway bridge. Both creeks are marked by bush stakes in the difficult reaches. Private buoys mark a channel leading to **Kennerley Wharf**; the depth was 4½ feet. Gasoline and some supplies are available.

(287) The bridge at Chestertown has a clearance of 12 feet. The county wharf below the bridge has depths of 5 feet. The wharf at the marina 0.2 mile below the bridge has depths of 14 feet at the outer end and 6 feet at the inner face. Supplies, gasoline, diesel fuel, and slips are available.

(289) **Morgan Creek**, had depths of 2 to 3 feet over the bar at the entrance and 2 to 5 feet for about 2 miles in a narrow crooked channel. The entrance is a narrow slough between flats almost awash at low water. A bridge 0.6 mile above the entrance has a clearance of 8 feet.

(290) A public wharf is at **Deep Landing**. The bridge has a clearance of 14 feet.

(291) Above Crumpton, the channel in Chester River is difficult to follow, but navigation is possible to Jones Landing.

(292) **Rock Hall Harbor** entrance channel leads north between converging breakwaters to two channels within the harbor; the depths were 7½ feet (8 feet at midchannel); 8 feet in the basin at the east end of the harbor; 8½ feet (9½ feet at midchannel) in the channel from the entrance to the waterfront. The approach to the harbor is marked by a buoy, and lights and daybeacons mark the channels inside.

(293) Numerous small-craft facilities are in Rock Hall Harbor. Berthing, water, electricity, gasoline, diesel fuel, and marine supplies are available.

(294) **Swan Creek**. A poorly marked channel leads to **Deep Landing**. Use caution when passing **Little Neck Island** - it is visible only at extreme low water. Private, seasonal buoys mark the 3½-foot shoal north of Light 6 and other shoal water in entrance. Mariners are advised to pass close to the private moorings on the south side of the channel.


(296) Several facilities are at **Gratitude**. The area in Swan Creek north of **Deep Landing** and **The Haven** provides a good small-boat refuge.

Table of Selected Chart Notes

NOTE B
QUEENSTOWN CREEK
A depth of 7 feet was available with local knowledge.
Aug 2009

Corrected through NM Sep. 16/06
Corrected through LNM Sep. 12/06

HEIGHTS
Heights in feet above Mean High Water.

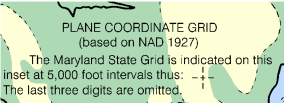
PLANE COORDINATE GRID
(based on NAD 1927)
The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: 
The last three digits are omitted.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:




Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.



For Symbols and Abbreviations see Chart No. 1

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.


PLANE COORDINATE GRID
(based on NAD 1927)
The Maryland State Grid is indicated on this inset at 5,000 foot intervals thus: 
The last three digits are omitted.

Mercator Projection
Scale 1:40,000 at Lat. 39° 06'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.40 MHz
Washington, DC	KHB-36	162.55 MHz
(Manassas, VA)		
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXX-97	162.50 MHz

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.


SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 3 for important supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE C
Tolchester Sector Light A is equipped with a fixed light divided into sectors as follows:
red sector - from 001.5° to 046°; white sector - from 046° to 047.5°; red sector - from 047.5° to 87.5°; white sector - from 087.5° to 090.5°; green sector - from 090.5° to 187°; obscured - from 187° to 001.5°.
Tolchester Directional Light is equipped with a fixed white light down the channel centerline, visible only from 041.5° to 046.5°.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](http://nauticalcharts.noaa.gov).

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: 
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High	Higher Water	Mean Low	Extreme Low
		feet	feet	feet	feet
Deep Landing	(39°09'N/76°16'W)	1.6	1.3	0.2	-4.5
Love Point	(39°02'N/76°18'W)	1.7	1.4	0.2	-5.0
Queenstown	(39°00'N/76°10'W)	2.0	1.6	0.3	-4.0
Cliffs Wharf	(39°07'N/76°08'W)	2.2	1.8	0.3	-4.5
Chesterdown	(39°12'N/76°04'W)	2.7	2.2	0.4	-4.5
Crumpton	(39°15'N/75°56'W)	3.8	3.1	0.5	-4.0
Kent Island Narrows	(38°58'N/76°15'W)	1.8	1.5	0.3	-4.0

(Sep 2004)

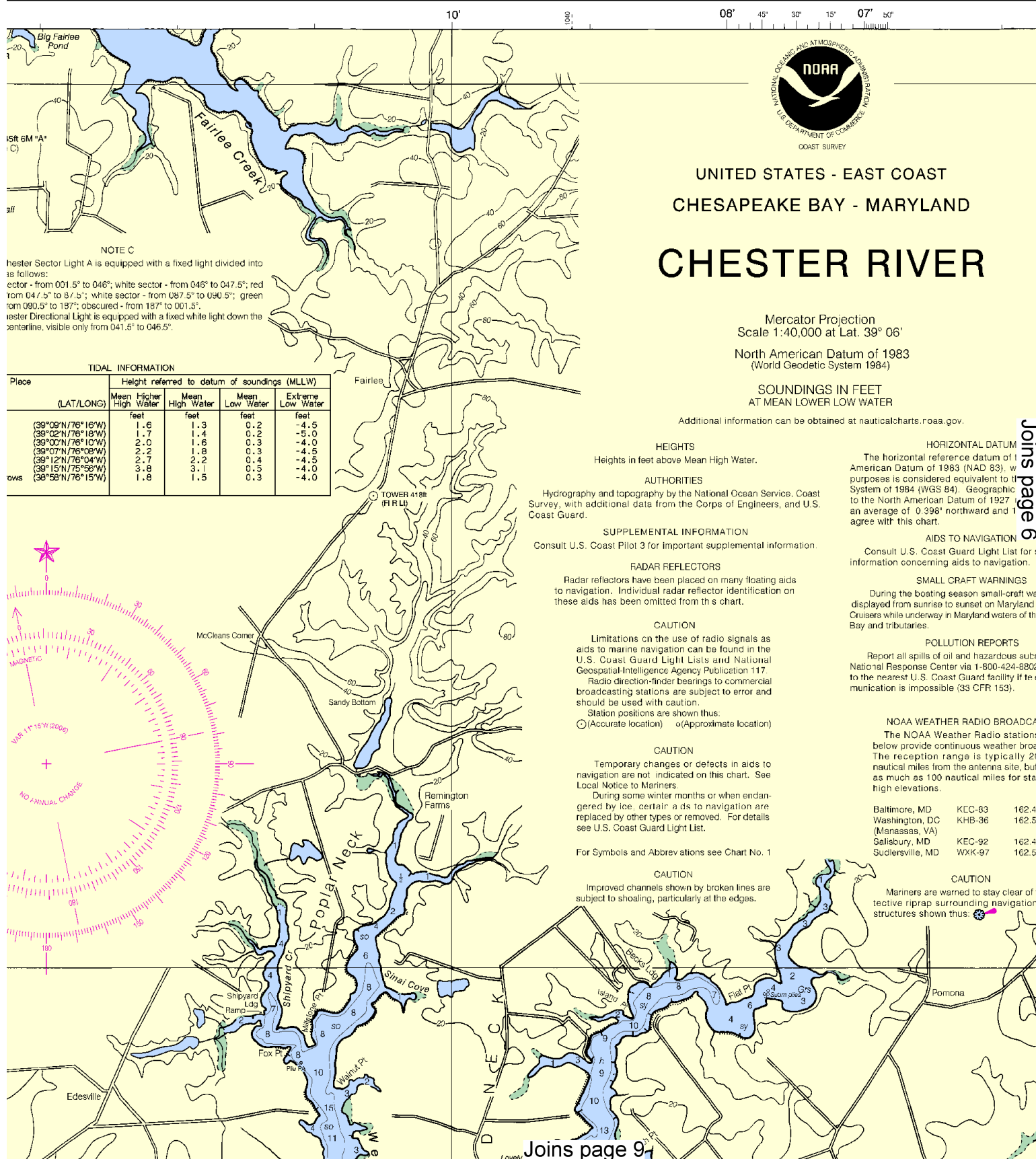
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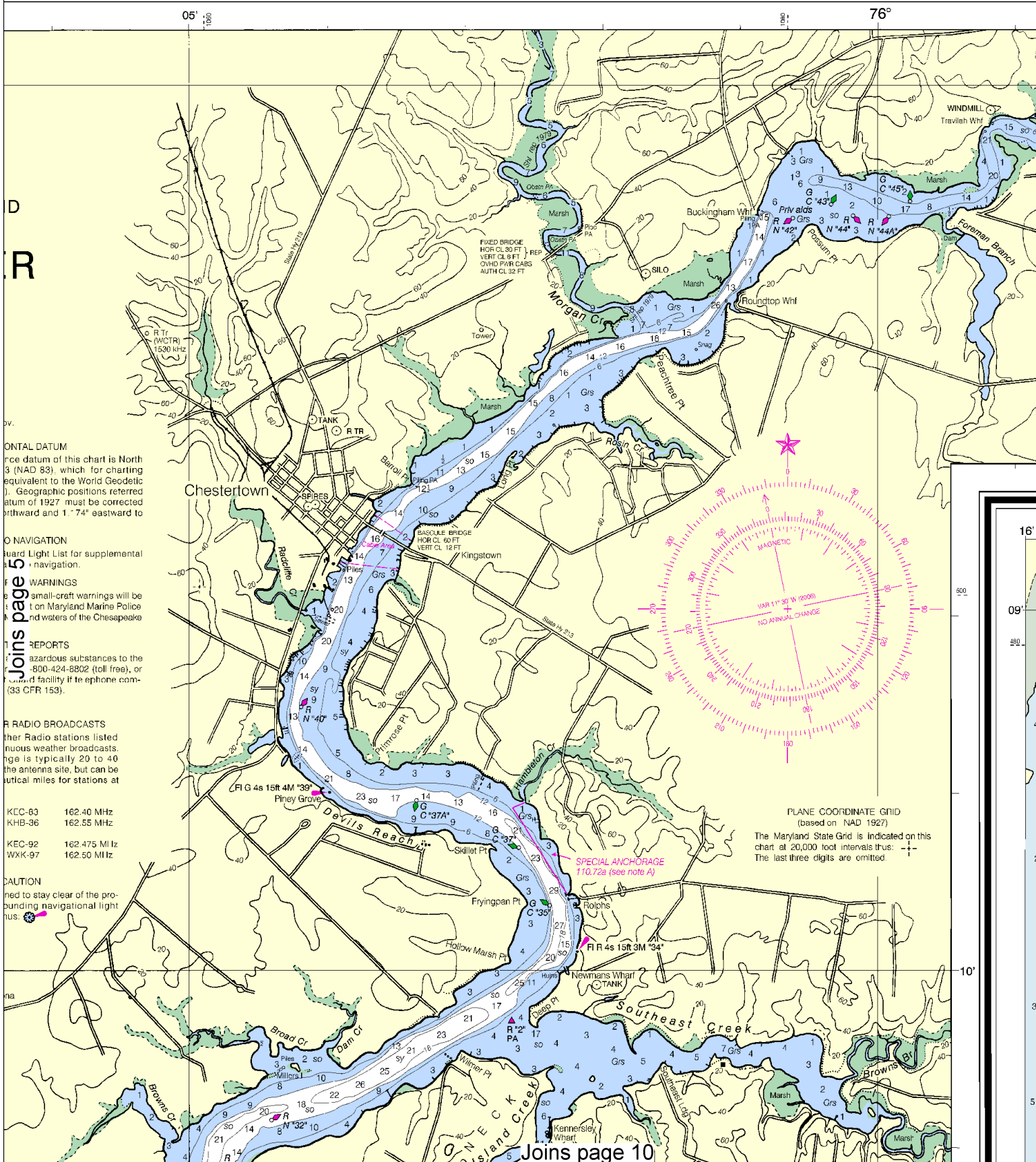
~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

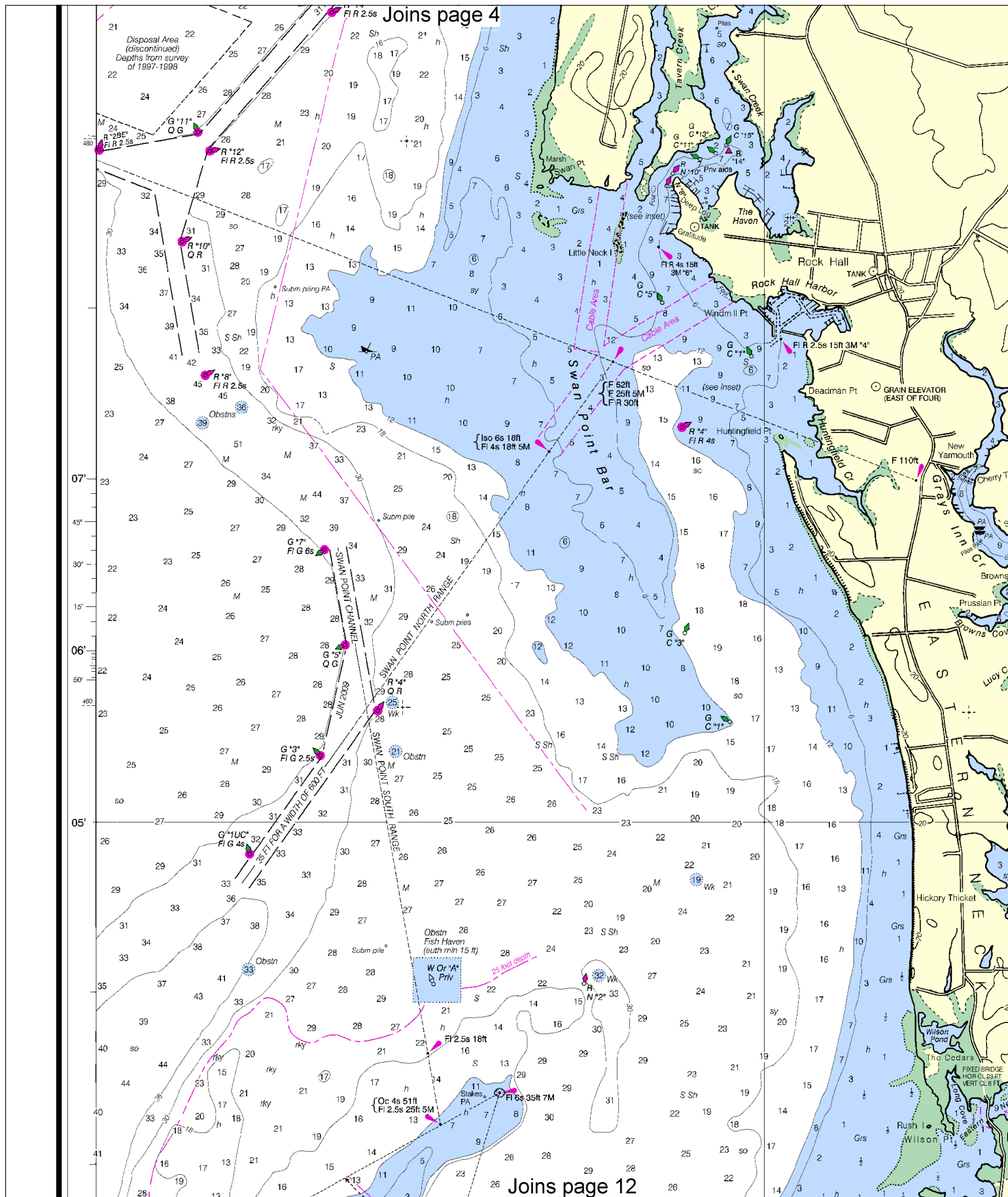




This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 4



Joins page 12

Printed at reduced scale.

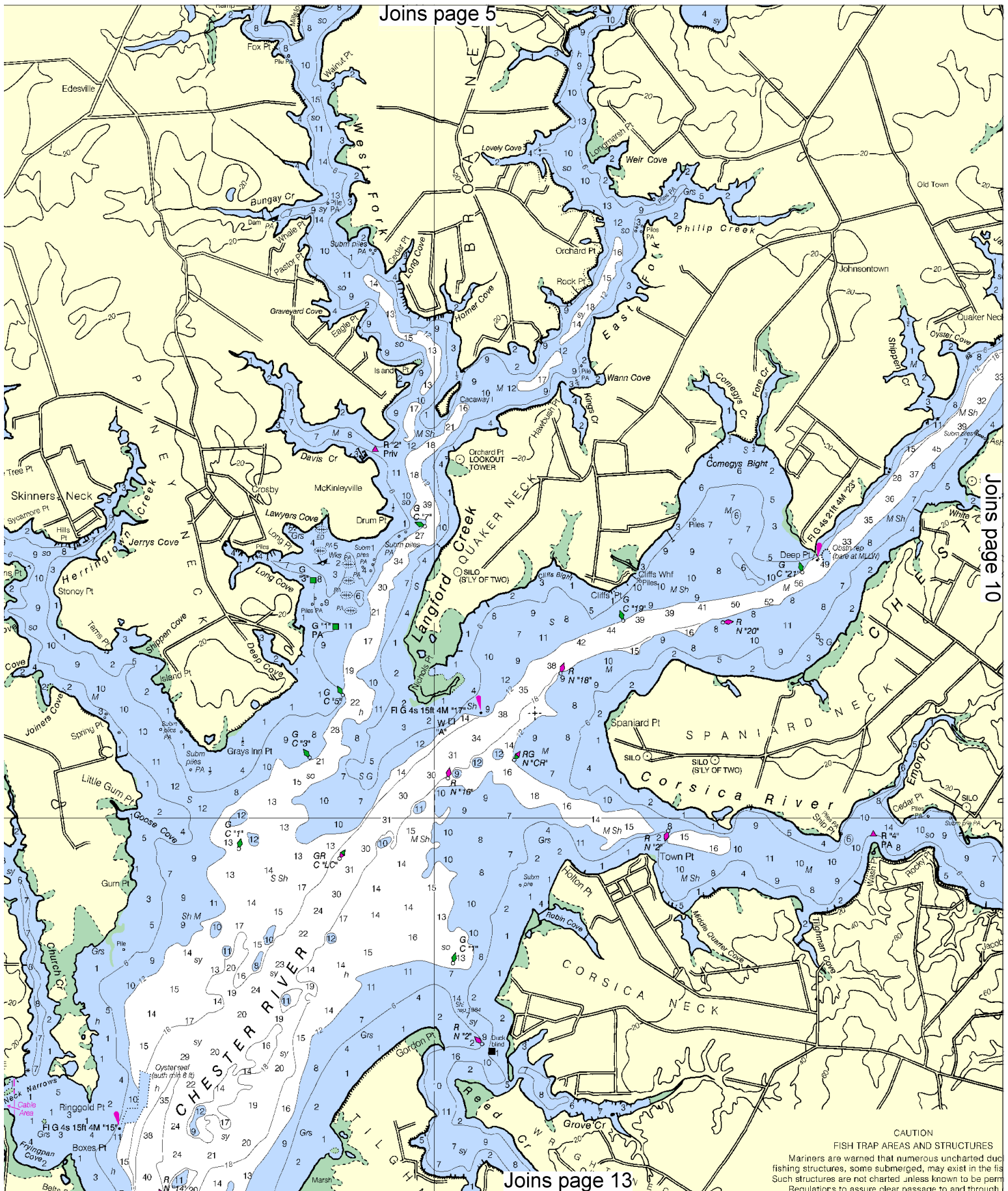
~~SCALE 1:40,000~~
Nautical Miles

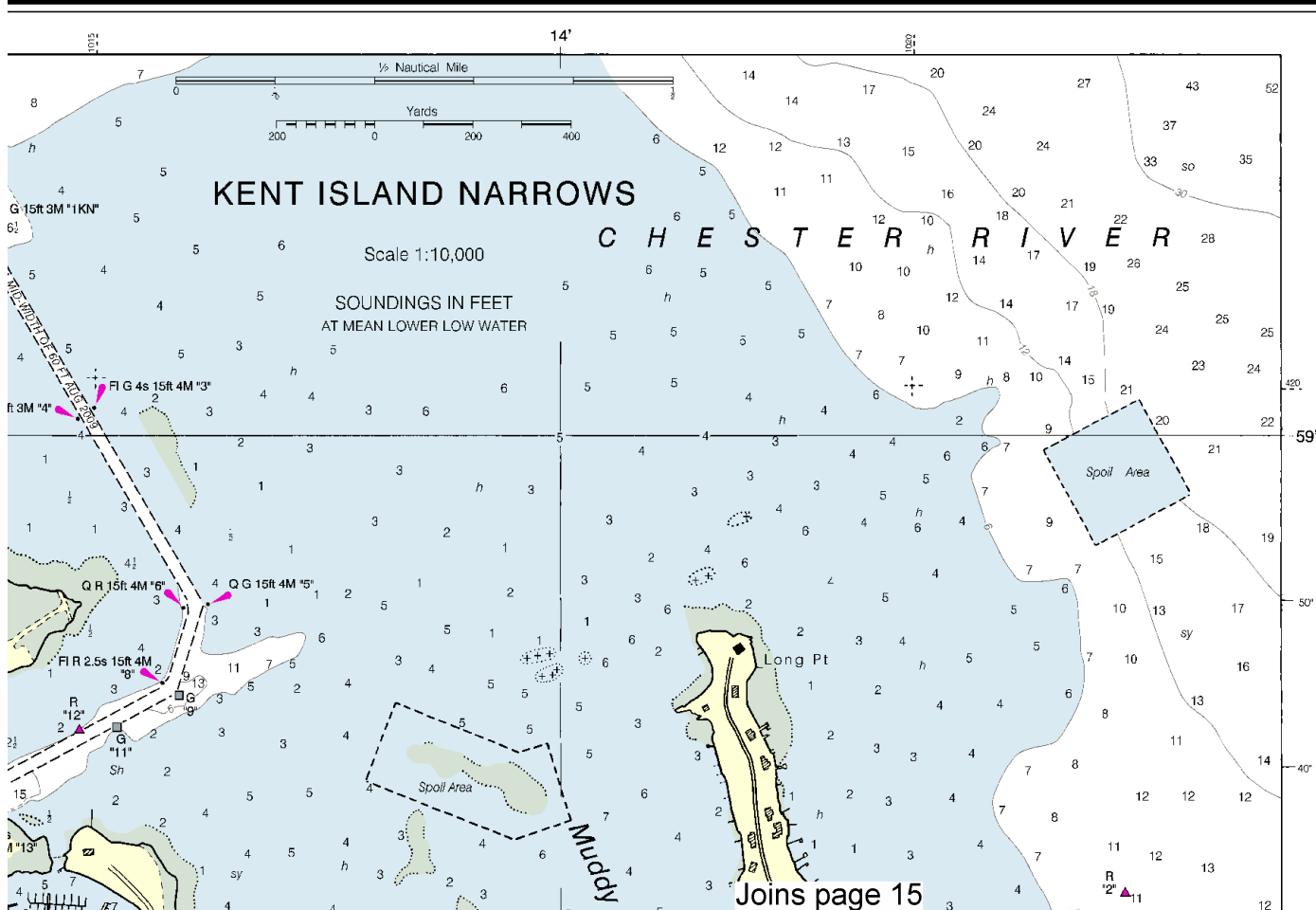
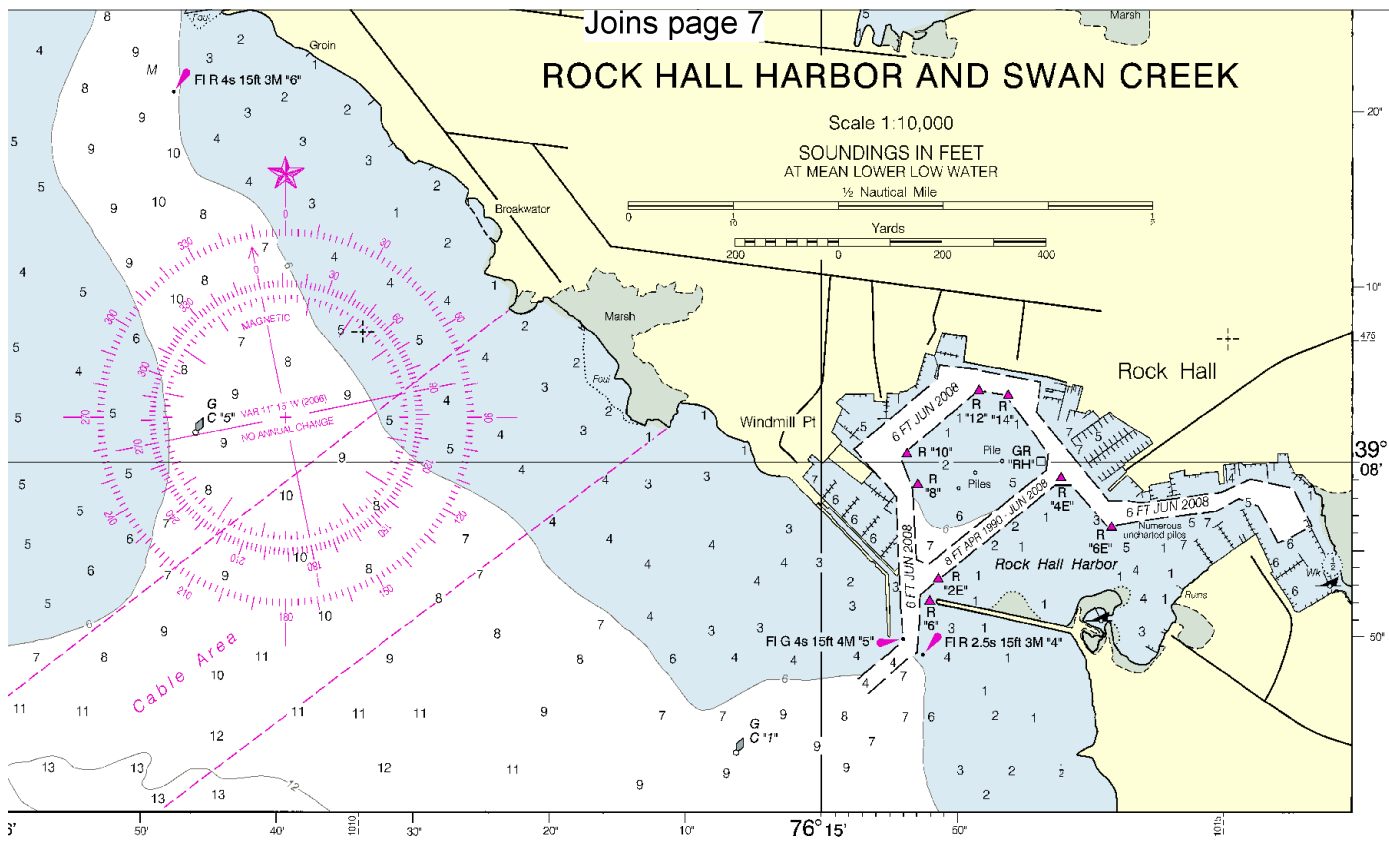
See Note on page 5.

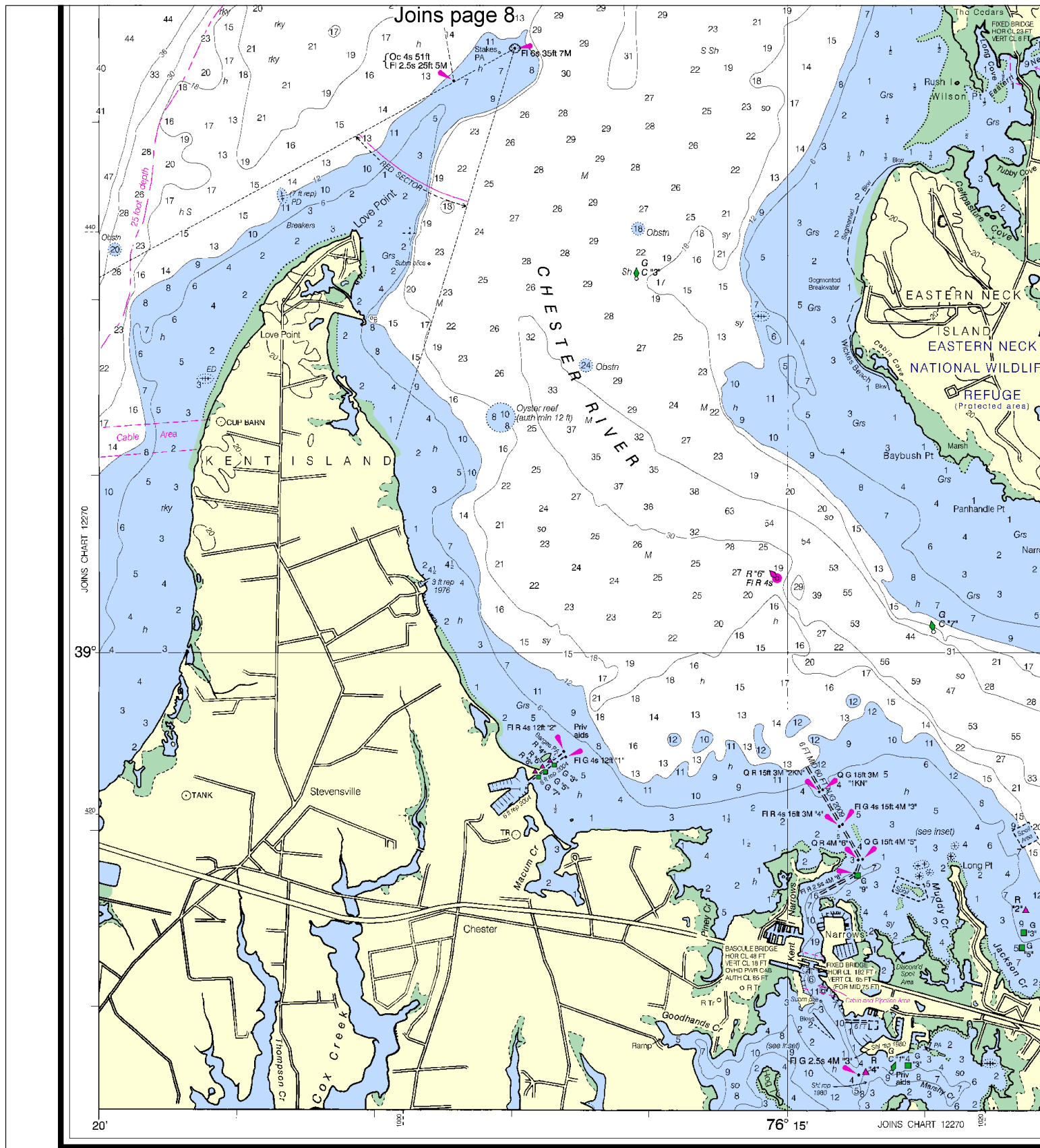


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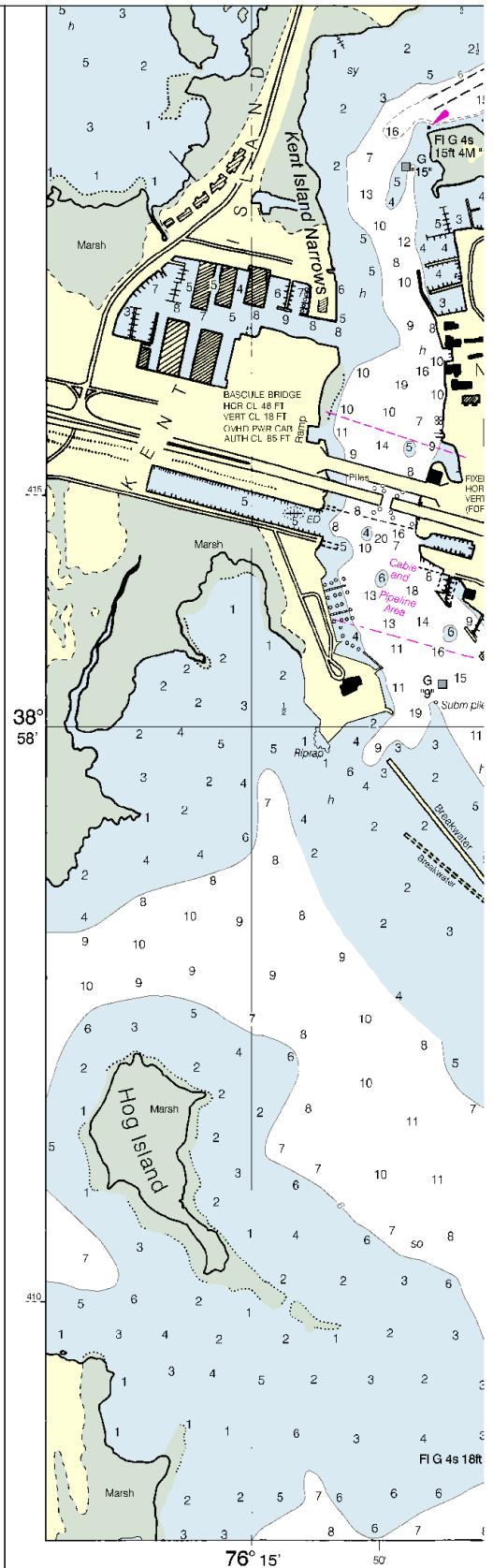
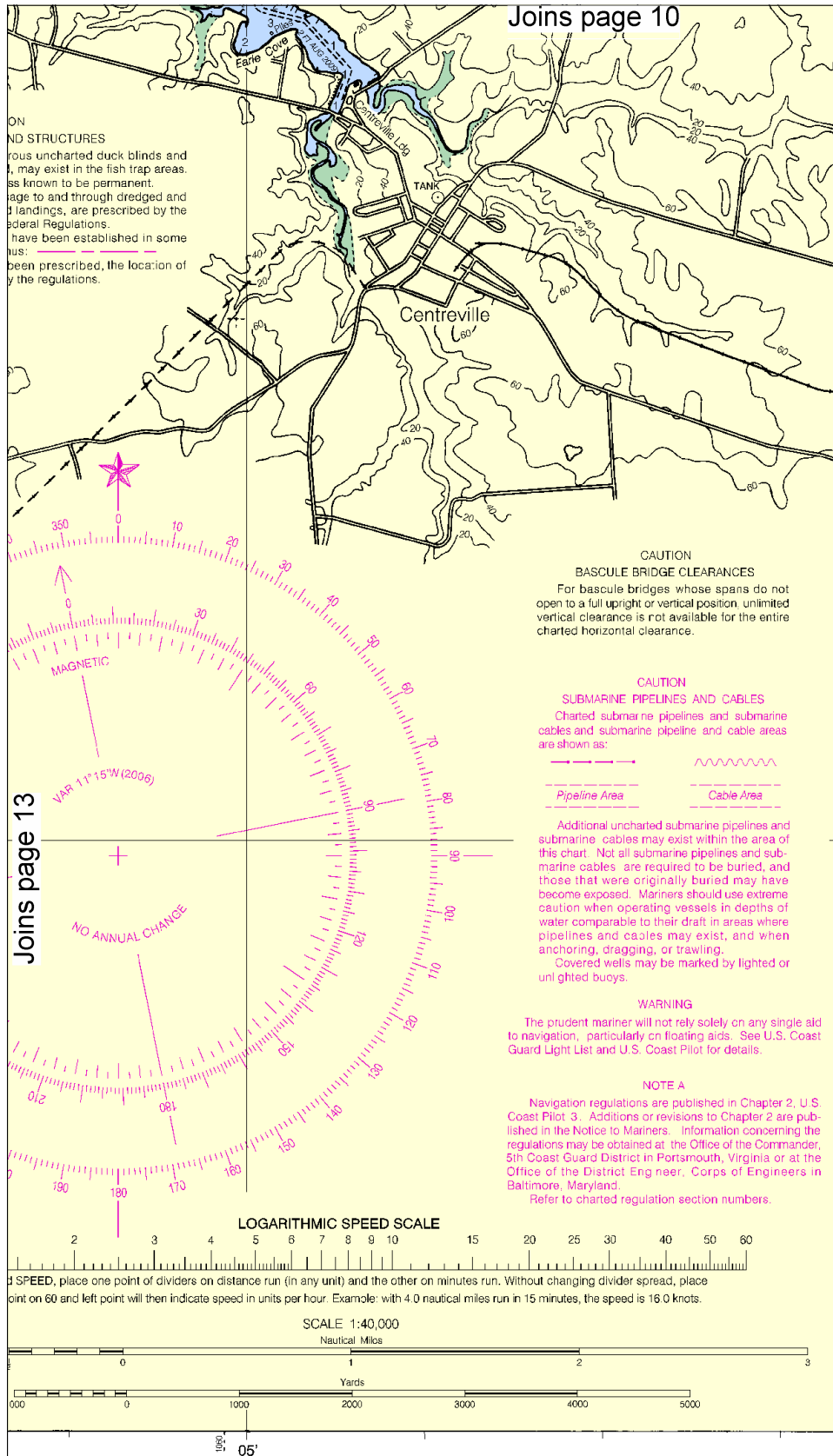


Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.





ed at Washington, D.C.
RTMENT OF COMMERCE
ND ATMOSPHERIC ADMINISTRATION
NAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

14

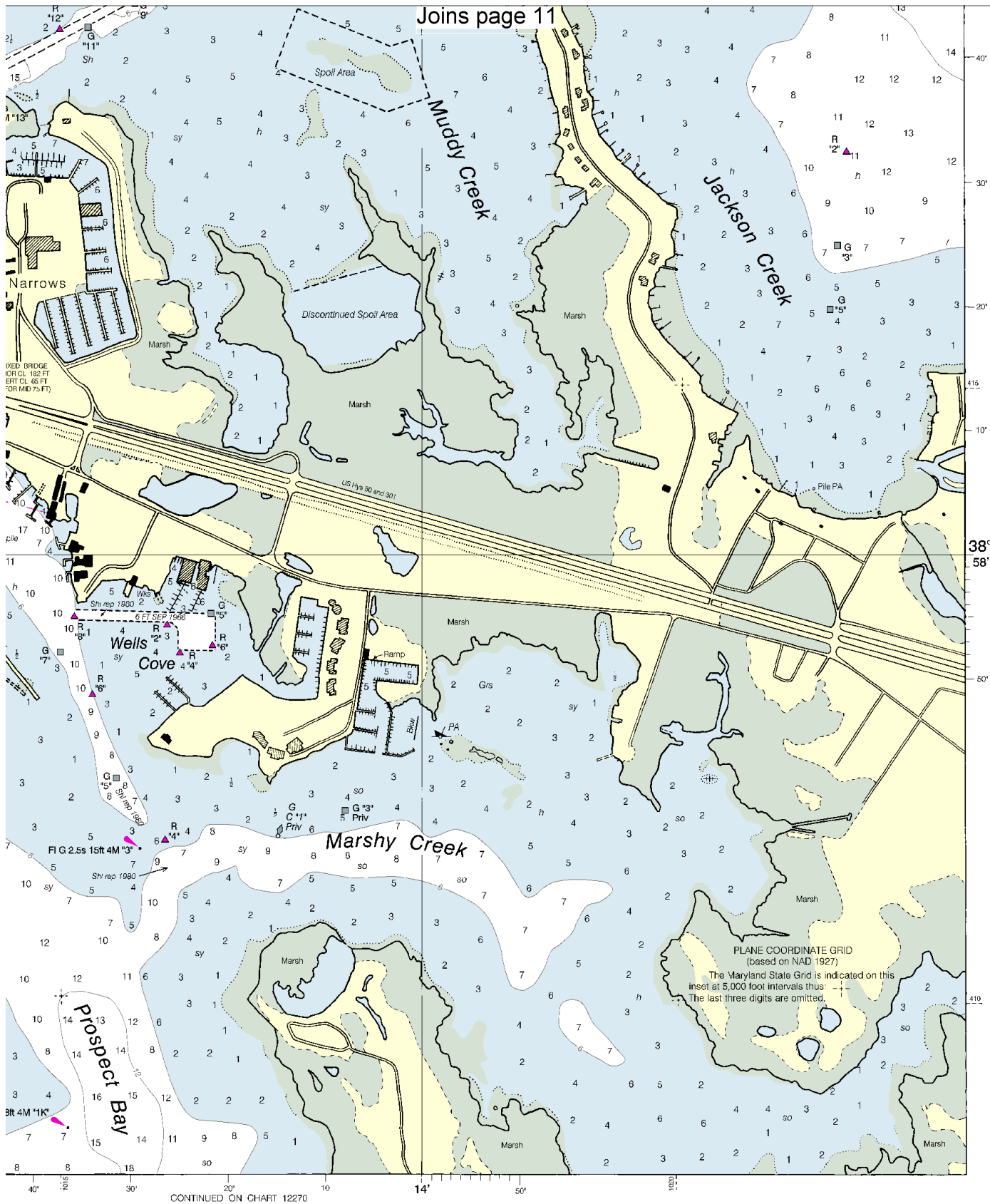


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 12270

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Chester River
SOUNDINGS IN FEET - SCALE 1:40,000

12272



ED. NO. 31



NSN 7642014010365
NSA REFERENCE NO. 12XHA12272

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Annapolis – 410-267-8108

Coast Guard Little Creek – 757-464-9371/9372

Coast Guard Stillpond – 410-778-2201-2202

Maryland Natural Resources Police – 410-260-8888

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



NOAA, the Nation's Chartmaker